

SECRETWATER TRANSPORTATION

- I. Since the end of World War II there have been no major changes in water transport policy. Both the Fourth Five Year Plan (1946-1950) and the Fifth Five Year Plan (1951-1955) stressed the importance of river and sea transport and enunciated programs of expansion. For example, the Fifth Five Year Plan stated that river transport would increase 75 to 80 per cent by 1955 and maritime transport was scheduled to increase by 55 to 60 per cent over 1950 levels.
- II. Water transport is under the direction of the Ministry of Sea and River Fleet. This is a recent development in water transport organization, dating from 15 March 1953. For many years prior to that date maritime transport and river transport had been under separate ministries. There do not appear to have been any important changes in policies resulting from the consolidation but there have been a number of personnel shifts and it is likely that regional transport policies may have undergone changes. Such changes are, however, estimated to be nominal changes which result from shifting of heads of organization and unit rather than really significant changes in policy.
- III. Present Minister of the Sea and River Fleet is Zosim A. Shashkov. He was Minister of the River Fleet from its organization in 1939 until the

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recent consolidation. Shashkov, a graduate of the Leningrad Water Transport Engineering Institute, class of 1935, is well regarded as an organizer and is considered to be an expert in river transport. His appointment indicates that river transport will take precedence over maritime transport in Soviet planning. This appears to be a logical step since, with the exception of Caspian Sea operations (which come under sea transport), there is little doubt that river transport is of considerably more economic importance to the USSR than maritime transport. In this same connection it can be expected that with Shashkov now the over-all head of Soviet water transport there will be greater emphasis upon all aspects of more efficient operations.

Sea transport operations are now under Nikolay V. Novikov, who until the recent reorganization was Minister of the Merchant Fleet. He apparently enjoyed the respect of his superiors and subordinates in his former post. On the whole, however, his ministry has had a stormy career. In contrast to the River Fleet, which had one minister (Shashkov) from 1939 to March 1953, the Merchant Fleet had six ministers and numerous reorganizations during the same period. It is probable, however, that the merchant shipping segment of the combined ministry will now show considerable improvement in its operations.

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IV. Both the ocean fleet and the river fleet have grown steadily since 1946. In the case of the ocean fleet, there has been little domestic construction or purchases abroad, most of the growth being due to reparations and seizure of tonnage to which the USSR had either a clouded title or no title at all (their retention of 518,000 GRT of US-owned Lend Lease tonnage is an outstanding example of such tactics). Reparations and salvaging of war losses have contributed much to post-war expansion of the river fleet but there has also been an active program of construction during the same period. Growth of the ocean and river fleet is shown in the table at the end of this section.

Numerous difficulties have hampered fulfillment of water transport goals since 1946. River transport expansion was first hampered by extensive war damage to fleet and facilities. There appears to be no shortage of capacity to produce all required tugs and barges but there are numerous criticisms of poor usage of what equipment is available. At present extremely poor organization of operations and its concomitant waste appears to be a major obstacle to increased operation. Maritime transport has likewise suffered from poor administration and inefficient operation. In addition, the merchant fleet does not appear to be able to depend upon domestic shipyards for either new construction to replace obsolete units

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or repairs to keep the fleet in top level condition.

V. The goals of the Fifth Five Year Plan with respect to water transport are not especially modest. River transport in 1955 is scheduled to be 75 to 80 per cent higher than in 1950 while sea transport is scheduled to rise to 55 to 60 per cent over 1950 performance. On an annual basis these planned increases rival or surpass percentage increases registered in recent years. Compared with increases planned for other sections of the economy, plan targets for water transport performance do not appear to be inconsistent.

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INVENTORY OF SOVIET OCEAN AND RIVER FLEET, 1945-1953
(Merchant Vessels Only)

<u>Year</u>	<u>Ocean Fleet 1/</u>		<u>River Fleet</u>			
	<u>Number 2/</u>	<u>Gross Reg. Tons 2/</u>	<u>Self-propelled</u>		<u>Non-self-propelled</u>	
			<u>Number 4/</u>	<u>Horse Power 4/</u>	<u>Number 4/</u>	<u>Metric Tons 4/</u>
1945	402	1,582,000	3,148 3/	610,000	5,644	3,800,000
1946	488	1,852,000	3,468 3/	670,000 3/	6,140 3/	4,400,000 3/
1947	511	1,909,000	3,788 3/	730,000 3/	6,640 3/	5,000,000 3/
1948	504	1,834,000	4,008 3/	790,000 3/	7,150 3/	5,600,000 3/
1949	513	1,842,000	4,328 3/	850,000 3/	7,640 3/	6,200,000 3/
1950	520	1,883,000	4,722	910,000	8,142	6,800,000
1951	548	1,975,000	4,914	982,000	8,680	7,344,000
1952	560	1,975,000	5,032	1,061,400	9,376	7,932,000
1953	570 3/	2,000,000 3/	5,150 3/	1,140,000 3/	9,480 3/	8,520,000 3/

1/ As of 30 June 1953; excludes vessels under 1,000 GRT; includes US-owned Lend-Lease vessels.

2/ US Maritime Administration, except as noted.

3/ estimate.

4/ ORR Project 13-51, except as noted.

NOTE: Above data excludes Caspian Sea Fleet, estimated at 119 vessels of 320,930 GRT (vessels over 1,000 GRT only).

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